AWFUL DISASTER AT SEA. GREAT LOSS OF LIFE.

SRIP WILLIAM & MARY, OF BATH, ME., SUNK With over 200 Persons on Board.

The shtp William and Mary, (of Bath, Me.,) Capt. Stetron, sailed from Liverpool on the 24th March, with 268 passengers, bound to New Orleans, was totally lost on the morning of the 3d inst., the Great Isaacs bearing E.S. E., together with 202 of the passengers.

Capt. Stetson, the mate, second mate, and six of the grew were picked up on the 3d inst. in latitude 27 30, agitude 79 20, by the brig Reuben Carver, from Sagua b Grand, which arrived at this port this forenoon.

Capt. Stetson gives the following particulars of the

At 7 A.M. 3d May, strong breezes and from S.E. and cloudy, passed the Hole-in-the-Wall at 12 Mer. Stirrup Key bore South, 10 miles distant, after which the weather became thicker and wind increased, with a heavy sea. At sunset saw nothing of the Keys, supposed we were well to the northward, after steering W. by N. from 12 Mer.

At S. P.M., judging ourselves to the Northward and Westward of Great Isaacs, kept the ship W. by S., and commenced heaving the lead. At 8 found no bottom in 20 fathoms; at 8.15 the same; at 8.30 struck on a sunken rock and hung about midships, with ten fathoms water all around.

After grounding heavily about 15 minutes, she went off and struck on another rock, within a few rods of the first, when she pounded a few times and went off. We then let go the anchors, and commenced getting out the boats-the passengers at the pumps but could not keep her free. At midnight, found 4 feet water in the hold. At 4 A. M., weather black and squally, with a heavy sea, 8 feet water in the hold, both pumps going ; 7 A. M., 10 feet water, and the ship going down, mates and crew in the boats, together with as many passengers as could be stowed in the long boat and life boat, the other two boats having been stoven after launching ; at 8 A. M., left her, and in a few minutes she went down, the Great Isaacs bearing E. S. E., 7 miles distant. After leaving the ship some hours, saw a bark apparently bound to Europe; hove to in the di-

was engaged in picking them up. The W. and M. left Liverpool with 208 passengers. including their cook and steward, who nearly all went down in the vessel, together with two of the seamen and the ship's steward, names unknown.

rection of the long boat and life boat, and supposed she

SWITZERLAND.

Political Position of this Republic.

Royal families formerly used to employ whipping-boys, who had the honor of receiving condign punishment on their profane backs, whenever any of the scions of royalty had committed an offense against the rules of good behavior. The modern European political system continues this practice, in a certain degree, in the erection of small intermediate States, which have to act the scapegoat in any domestic squabble by which the harof the "balance of power" may be troubled. And in order to enable these smaller States to perform this enviable part with suitable dignity, they are, by the common censent of Europe "in Congress assembled," and with all due solemnity, declared "neutral." Such a scapegoat, or whipping-boy, is Greece—such is Belgium and Switzerland. The only difference is this—that these modern political scapegoats, from the abnormal condi tions of their existence, are seldom quite undeserving of the inflictions they are favored with.

The most conspicuous of this class of States has of late been Switzerland, equid delirant reges, plectunt

the Swiss. And wherever the people of any European State come into collision with their rulers, the Swiss were equally sure to come in for their share of the trouble until since the beginning of this year, Switzerland, after having made itself gratuitously contemptible to the revo-lutionary party, has been placed in a sort of interdict by the rulers of Continental Europe. Squabbles about refugees with the Emperor Bonaparte, for whose sake Switzerland once came very near risking a war: squabbles with Prussia on account of Neuchatel; squabbles with Austria about Tessinese and the Milan insurrection; squabbles with the minor German States about subjects which nobody cares for; squabbles on all hands, threatening notes, expulsions, passport chicanes, blockades raining down upon poor Switzerland thick as hailstones in a storm, and yet, such is human nature the Swiss are happy, contented and proud in their own way, and feel

the political horizon was cloudless and bright.

This honorable political position of Switzerland is, by
the popular mind of Europe, rather vaguely and clumsily the popular mind of Europe, rather vaguely and clumsily expressed in the common saying: Switzerland has been inverted by the rulers of Europe in order to bring republican governments into contempt; and certainly, a Metternich or Guizot may have often said: If Switzerland did not exist, we should have to create it. To them, a neighbor like Switzerland, was a real god-send. We cannot be expected to repeat the multifarious charges brought of late, against Switzerland and Swiss institutions, by real or would be revolutionists. Long before the reverse of 1888, the organs of the rever-

before the movements of 1848, the organs of the revo-lutionary Camonrist party of Germany analyzed that subject, they showed why Switzerland, as an indepen state, must ever be lagging behind in the march of European progress, and why that country with all its republican shows, will ever be reactionary at heart. They were even violently attacked, at that time, by divers democratic sponters and manufacturers of clan destine declamation, who celebrated Switzerland as their "model-republic," until the model institutions were once tried upon themseives. The subject is now as trite as can be anobody disputes the fact, and a few words will

suffice to put the matter in its true light.

The mass of the Swiss population follow either pas ral or agricultural pursuits : pastoral, in the high m tains, agricultural wherever the nature of the ground ad The pastoral tribes, for tribes you may call *them, rank among the least civilized populations of Eu-rope. If they do not cut off heads and cars like the Turks and Montenegrians, they perform acts of hardly less barbarity by their judicial assemblies; and what cru-city and beastly ferocity they are cabable of, the Swiss mercenaries at Naples and elsewhere have proved The agricultural population is quite as stationary as the pas-toral; they have nothing in common with the agricultural population of the American Far West, whose very ali-ment is change, and who clear every twelvementh an amount of land far larger than all Switzerland. The Swiss peasant tills the patch of ground his isother and grandfather tilled before him; he tills it in the same sloventy way as they fild, he can be suffered by the same slovenly way as they did; he earns about as much as they did; he lives about as they did, and consequently he thinks very nearly in the same way as they did. Had it not been for feudal burdens and imposts levied upon them, partly by aristocratic families, partly by patrician corpo-rations in the towns, the Swiss peasantry would always have been quite as stationary in their political existenas their neighbors, the cowherds, are up to the present day. The third components of the Swiss people, the in-dustrial population, although necessarily far more advanced in civilization than the two classes mentioned be fore, yet live under circumstances which exclude them in a great degree from the progressive giant impulse which the modern manufacturing system has imparted to Western Europe. Steam is hardly known in Switzerland; large factories exist in a few localities only; the cheapness of labor, the sparseness of the population, the abundance of small mountain-streams fit for mills all these and many other circumstances tend to produce a perty and sporadic sort of manufactures mixed up. with agricultural pursuits, the most eligible industrial system for Switzerland. Thus wareh-making, ribbon-wearing, straw-plating, embrosdery, &c. are carried on in several cantons, without ever creating or even increasing a town; and Geneva and Baule, the richest, and with Zurich, the most industrial towns, have hardly in-creased for centuries. If, then, Switzerland carries on her manufacturing production almost exclusively upon her manufacturing production almost exclusively upon the system in practice all over Europe before the inven-tion of steam, how can we expect to find other than cor-responding ideas in the minds of the producers: if steam has not revolutionized Swiss production and intercommu-nication, how could it overthrow the hereditary ways of

The Hungarian Constitution bears a certain reblance to that of Great Britain, which circumstance has been turned to good account by Magyar politicians, who thence would make us jump to the conclusion that the Hungarian nation is almost as advanced as the English: and yet there are many hundreds of miles and of years between the petty tradesman of Buda and the Cotton lord of Lancashire, or between the traval lord of Lancashire, or between the traveling tinker of the Paszta and the Chartist working-man of a British manufacturing metropolis. Thus, Switzerland would

give itself the airs of a United States on a smaller scale; but barring the superficial resemblance of political insti-tutions, no two countries are more unlike than ever moving, ever-changing America, with a historical mission whose immensity people on both sides of the Atlantic whose immensity people on both sides of the Atlantic are but just beginning to divine, and stationary Switzer-land, whose never-ending petty distractions would result in the perpetual round-about motion within the narrowwere she not in spite of herself dragged for

ward by the industrial advance of her neighbors.

Whoever doubts this, will be satisfied after a perusal of the history of Swiss railways. Were it not for the trafic from south to north moving round Switzerland on both sides, not a railroad would ever have been constructed in that country. As it is, they are made twenty

The French invasion of 1798, and the French revolution of 1830, gave occasion to the peasantry to throw off their feudal burdens; to the manufacturing and trading population to throw off the medieval yoke of patrician and corporative control. With this progress the revolution of Cautonal Government was completed. The more advanced Cantons had obtained constitutions to suit their interests. This Cantonal revolution reacted upon the Central Representation Assembly and Executive. The party vanquished in the individual Cantons was here strong: the struggle was fought over again. The general political movement of 1840—'47, which everywhere in Europe brought about preliminary conflicts, or prepared decisive collisions, was in all second and third-rate States—thanks to the jealousies of the great powers—favorable to the opposition, which may be described as the middle-class party. It was the case, too, in Switzer-land; the moral support of Britain, the indecision of Guizot, the difficulties which kept Metternich at bay in Italy, carried the Swiss over the Sonderburd war party which had been victorious in the liberal Cantons in 1830 now conquered the Central Powers. The revolutions of 1848 made it possible for the Swiss to reform their feudal constitutions in accordance with the new political organization of the majority of the Cantons nd now we may say that Switzerland has attained the highest political development of which she, as an inde-pendent State, is capable. That the new federal consti-tution is quite adequate to the wants of the country, the constant reforms in the monetary system, the means of communication, and other legislative matters affecting the industry of the country, abundantly show: but, alast these reforms are of a nature that any other State would he ashamed of, on account of the mass of traditionary nuisances, and the antediluvian state of society, the extence of which, up to that date, they disclose. What, at most, can be said in favor of the Swiss Con

stitution 1848 is this: that by its enactment the more civilized portion of the Swiss declared themselves wil ng to pass, to a certain extent, from the middle ages into modern society. Whether, however, they will at any time be able to do away with privileged trades' corporations, guilds, and such-like mediaeval amenities. must remain very doubtful to any one who has the least knowledge of the country, and who has seen in a single instance the strenuous efforts with which respectable 'vested interests' oppose even the most matter-of-

Thus we see the Swiss, true to their character, moving on quietly in their own restricted domestic circle while the year 1848 uprooted all the stability of the European Continent around them. The revolutions of Paris, of Vienna, of Berlin, of Milan, were by them reduced to as many levers of Cantonal intrigue. The European carthquake had even for the radical Swiss no other interest but this that it might vex some conservative neighborby upsetting his crockery. In the struggle for Italian independence Sardinia solicited an alliance with Switzerland, and there is no doubt that an addition to the Sardinian army of 20 or 30,000 Swiss would have very soon driven the Austri ans out of Italy. When 15,000 Swiss in Naples were fighting against Italian liberty it certainly might be expected that Switzerland, in order to maintain her boasted "neutrality," should send an equal number to fight for the Italians; but the alliance was rejected and the cause of Italian independence was lost as much through Swiss as through Austrian bayoners. Then came the disasters of the revolutionary party, and the wholesale emigration from Italy, from France, from Germany, to the neutral Swiss soil. But there neutrality ceased: Swiss radicalism nsurgents, who, by holding in check the tutors and natu ral superiors of Switzerland, the absolutist government of the Continent, had enabled the Swiss to carry out their internal reform undisturbed-these very insurgents were now treated in Switzerland with every possible insult and turned out of the country at the first bidding of their persecutors. Then began that series of degradation and insult which one neighboring government after another beaped upon Switzerland, and which would make the blood of every Swiss boil if Swiss nationality had any foundation and Swiss independence any existence other than in boast or fame.

Never has such treatment been offered to any people as the Swiss have been made to submit to by France Austria, Prussia, and the minor German States. Never were demands half as humiliating made upon any coun try, without being resented by a struggle for life or death. The surrounding Governments, by their agents, pre-sumed to exercise the office of Police upon the Swiss territory; they exercised it not only over the refugees. but over the Swiss Police officers also. They plaints against subaltern agents, and demanded their dismissal: they even went so far as to hint at the necessity of changes in the Constitutions of several Cantons. for the Swiss Government, to every bolder demand. gave an humbler reply; and whenever its words breathed a spirit of opposition, its acts were sure to make up for increased subserviency. Insult after insult was pocketed, command after command was executed, until repean contempt,-till she was more despised than even two "neutral" rivals, Belgium and Greece. now, when the demands of her chief assailant, Austria, have reached that hight of impudence which even a statesman of the temper of M. Drucy could hardly swallow, without some show of resistance—now, in her most recent, most spirited notes to Vienna, she shows

The champions of Italian independence,—men who, far from showing any wicked Socialist or Communist tendencies, would, perhaps, not even go to the length of wishing for Italy the same Constitution as that under which Switzerland lives,—men who have and make no claim to the demagogical celebrity even of Mazzini, are there treated as assussing, incendiaries, brigands, and upsetters of all social order. As to Mazzini, the lauguage is of course far stronger; and yet everybody knows that Mazzini, with all his conspiracies and insurrections, is as much a supporter of social order, as at present constituted, as M. Drucy himself. Thus, the result of the whole exchange of notes is that in principle, the Swiss give in to the Austrians. How, then, is it to be expected they will not give in in

The fact is this: Any bold and persistent Government can get from the Swiss what it likes. The isolated life which the mass of them lead, deprives them of all sense of their common interest as a nation. That a village or a valley, or a canton should stick together is no won-der. But, to stick together as a Nation for a common purpose, be what it may, they never will. In all invaions, as soon as the danger becomes serious, as in 1798, one Swiss has betrayed the other, one Canton abandoned the next. The Austrians have expelled 18,000 Tessiness tom Lombardy, without any cause. The Swiss make a great outery about it and collect money for their unfor-tunate confederates. Now, let Austria hold out, and contime to prohibit the return of these Tessinese, and in a very short time you will see a wonderful change in Swiss eminen. They will get tired of collecting money, ey will say that the Tessinese always meddled in Itslian politics and deserved no better: in fact they are no true Swiss confederates (Keine guten Fidgenassen). Then the expelled Tessinese will settle in the other cantons of wirzerland and "turn the natives out of employment For in Switzerland a man is not a Swiss, but a native on will see our brave confederates muster up their indig-action then you will see intrigues of all sorts directed gainst the victims of Austrian despotism, then you will see the Tessinese Swissammeh hated, persecuted, calcumina-ted as the foreign refugees were during their time in Switzerland, and then Austria will obtain everything she wants and a great deal more if she takes the trouble to

When the nations of Europe have recovered their faculty of free and normal action they will take into consideration what is to be done with these petty "neu-States, which while subservient to counter-revolution then it is ascendant, are neutral and even hostile to every revolutionary movement and yet pass themselves off as free and independent Nations. But, perhaps, by that time, not a trace will be left of these excrescences

FOREIGN ITEMS PREPARED FOR THE TRIBUNE.

- The emissist Parisian artist Decamps, though not yet sixty, has abandoned his profession, in order not to injure his fame by producing inferior works as he advances in life. The sketches cartoons, pictures, and other objects in his studio brought about \$20,000 at auction; the sale occupied

The first painter of France at the present day is Conture. He has just finished a great picture ordered by Cavaigr ac when at the head of the Republic. Its subject is Enlistment for the Defense of France. It contains some so figures, and is described as full of life, power, energy and beauty of drawing, so far as much to excel all recent productions of French art. Nothing can be conceived more

replete with enthusiasm than its groupe rushing to the altar of the country, its women consecrating their children to the fatherland, and its men and youths approaching in sober earnestness to offer their lives for their native France.

- The London papers praise Grisi and Mario this year as much as ever. They say that the lady's voice and acting

were never more magnificent. - A German planist, writing from London, says that at parties given by the nobility the artists engaged to sing or play are separated by a barrier or railing from the rest of the company. A lady who is noted alone for the splendor of her entertainments and the goodness of her heart does not put this fence, but diminishes the sign of separation and degradation into a silken cord, extended from one side of the drawing room to the other. Snobs are found every.

- The Socialist writer, ALHURES, of Kiel, announces that he is about to establish a Communist colony in Venezuelato which he invites the cooperation of all persons in Germany who share his opinions.

- A new decree of the Emperor Nicholas directs that no Russian subject who is indebted to the Imperial Bank shall receive a passport to travel in foreign countries.

- The New York correspondent of a German paper speaks of the Hippodrome as containing 40,000 persons. - The City of Bremen is about to send a block of Ger man marble for the Washington Monument. It will bear

the inscription: "To Washington, the great, the goodthe last, from friendly Bremen." - Macaniay's History of England has been prohibited by the Congregation of the Index at Rome.

VENEZUELA.

Correspondence of The N. Y. Tribane.

CARTHEGENA, April 24, 1333.

Taking advantage of the English mail steamer touching at this port, I address you a few lines with some lit information of the state of affairs in this Republic.

By the last mail from Bogota we have the inaugural address of Gen. Obando, the new President. His Cabinet consists of the following gentiemen:
Sr. Jose Maria Plata, Secretarie de Haciendé.

Exteriores.

Sr. Corossel, Santiano Fraske, Secretarie de Guerra.

The President in his message gives his views of the questions most desirable to be acted upon by Congress,

and as the party is all-powerful, bills to confe vishes of the Executive will be passed. I give you

wantes of the Executive win be passed. I give you some of the most important:

A reform of the Constitution and Laws.

The preservation of internal peace, in which depends the safety of the Government.

Rigorous impartiality in the administration of justice, and e erection of Judges by the people. The total oblivion of past offences, (political) and the for-

giveness of all injuries.

The extension of the right of suffrage.

The establishment of national prisons, and abolition of the

pur ishment of death.

The most religious respect for the property of all classes.

Texes in proportion to fortune, and great economy in the

The protection of all enterprises that benefit the country, specially those of reads and canals.

The reform of the military ordinances, in accordance with the institution of the country

The abelition of military conscription.
The organization of National Guards.
The reform of the laws on Public Instruction, in conrmity with the liberty of conscience. The diffusion of primary instruction, The reorganization of national colleg

The formation of Certes, Civil, and Criminal, of mines,

A.c. The cultivation of pacific and friendly relations with for eign Governments, and strict justice to their subjects and These questions will undoubtedly be acted upon by the

Congress now in session. The reduction of the tariff is also spoken of as a favorite measure, and, indeed, some think it very probable that free trade will be established The English engineers that have been examining the River Maedalena, and the unfinished digue (canal) between that river and this City, have finished their sur vey, and are here. English capitalists are paying much attention to this country, and particularly to the mining

portion, as the fact is well proven that New Grenada is richer in mineral productions than California and Aus-The provinces of Choco and Antiogina are particularly rich in gold and platina. In regard to Choco, I can speak from my own knowledge, having explored that Literally it is all gold, for I very much doubt

if a shovelful of earth could be digged in Choco that does not contain some gold. The engineers from New-York, engaged for the survey of the Atrato and San Jean Canal in the province of Choco, are here, and about leaving for the completion of their work. I shall leave for Bogota the coming week, and will keep you informed of anything interesting that

occurs. I remain yours, very respectfully. JAMAICA.

Our advices from this island reach to May 8. The Kingston Journal of the 4th bas the following:

Great excitement prevailed in this city yesterday on account of the steamer Paraguay, from Charleston, U. S., having two colored slaves on board. It appears that two men, slaves in Charleston, hearing the steamer Paraguay was about to sail for South America, a free port, managed steamer at South America; but the steamer falling short of coal put into this port for a supply. A colored young mun of this city, in the employ of Andrew Scott, Esq., who happened to go on board the steamer for the purpose of having a lock at her machinery and accommodation, saw these two young men, who communicated to him the fact that they were slaves and desirous of claiming their liberty whereupen the visitor. Mr. Glegg, we believe, immodutely came on shore and reported the matter to the authorities. Mr. Leake was then informed of R, and he immediately went on board and demanded the two young men, who were readily given up. They were then conducted to the Courthouse to await the arrival of the magistrate for the purpose of investigating the matter. By this time the report gained circulation, and a crowd of considerable number assembled in front of the Courthouse, all desirous et hearing the investigation. Shortly after, Mr. Willis, the stipendiary magistrate, arrived, and took his seat on the bench, followed by Mr. Harrison, the American Consul, and a Mr. Hepkins, the owner of the steambost. The bench, followed by Mr. Harrison, the American Consultand a Mr. Hepkins, the owner of the steambost. The matter was about being investigated in the Police Court, but the rush of the populace was so great that the magistrates were compelled to adjourn into the appartment used as the Grand Jury Room. Even here the crowd followed as the Grain our Mooden. Even here the crown monower and blocked up the windows and all the persuasion of the police could not induce them to disperse, until the use of the Water Company's hose was resorted to discharging as it did a copions and continued shower of water. A little order being restored the investigation was proceeded with, at the close of which the two men were then set at liberty by the Justices, and they were received by the populace with accessmantion. with accismation.

Just after their liberation, two young men came into the

Court-house and reported that the other steward, a colored man, was placed in irons on board the steamer, and all communication with persons on shore forbidden by the captain. This, together with the refusal of the steward (who is a free man) to return on board the steamer, exasperated the populace to an alarming extent, and we were apprehensive that the owner of the vessel (Mr. Hopkins) would have been assumed when he told the steward that he would be treated as a deserter if he refused to return to The Consul and owner then left the Court House, follow

ed by an immense crowd, consisting principally of women, who hooted and hissed them, on their way to the wharf of Messrs. Butchins & Co., where the steamer was lying.

In ascertaining the correctness of the report relative to a man being in irons, our reporter visited the wharf and saw man being in roots, our reporter varied the whart and saw two or three persons (white men) standing at the gang way of the vessel, and one of them told him that they had strict orders from the Captain not to allow any one from the shore on hoard the vessel. He then left the wharf, and inquired at Mr. Hutchins at his counting house if such was the fact, when that goetleman corroborated the statement made by the persons on the wharf. The American Consul Mr. Harrison. they could confirm or deay the report the Consul added emphatically, that if he were in the Captain's stead, he would shoot the first man that attempted to go on loard the

A rich and beautiful lode of copper has been discovered on Friendship Pen, in the parish of St. David, where some miners have been lither to employed with variety success, and a hox of specimens will be sent on to England by the resi-dent Manager and Director, John Taylor, Esq.

The House of General Assembly of the Island had been prorogued, by royal preclamation, until Tuesday, the 17m restant

An act to raise supplies for the use of the government An act to raise supplies for the use of the government of the island by a duty on all rum and other distilled spirits, retailed and consumed within the island, and to appropriate the same which had passed the House of Assembly, was rejected by the Governor in Council.

The Queen of England had pardoned several persons, convicted in Kingston, of felonies and other offences.

Rev. Mr. Watson, Presbyterian Church, had called attentions of the condition of a law in the felonies.

on in a series of letters to the condition of a large number f young women in Kingston and the necessity of intro neing some kind of employment for their benefit.

The steamer Esk arrived at Kingston upon the 6th, from Honduras. She had been fourteen days out, and fears were entertained for her safety. The Esk had to put into Havana, in consequence of having head winds. She was there put in quarantine and detained several days. An association for "The Promotion of a Cheap Colonial

and International System of Postage," had been formed at

Kingston Journal, of the 2d inst. says:

The Kingston Journal, of the 2d inst. says:

We learn that a steamer, called the Medea, or Medule,
has arrived at Havana having on board three goulemen
who have been appointed by the British Government as
Commissioners to inquire into the present condition of this
bland. If this report be true, we may expect these genterms to arrive in a day or two. emen to arrive in a day or two.

The recent death of Rev. Mr. Wildish, Missionary Meth-

list Midister, was much regretted.
Rev. Stephen Ghirsi, of the Roman Catholic Church. died of yellow fever, at Kingston, in the twenty ninth year

CALIFORNIA

Things in Sacramento-About the Mines-The San Francisco Extension

SACRAMENTO, Friday April 15, 1838.

Two gloriously beautiful sunny days have succeeded the severe rain of the 13th instant. From various indications, I am strongly impressed with the conviction that we shall have no more rain this season. Two weeks of summy weather will harden our roads and render the mines approachable with loaded tean's. Thrice has this city been flooded within three and a half months. It is situated on the Sacramento at the junction of the American river. A bank of earth is thrown around about twothirds of the city, from three to ten feet above the level of the city. The levee or dike is about 10 miles long. and when strengthened in a few places is abundantly competent to protect the city against any and all invasions of the combined waters of the two rivers above named. This city has natural advantages which must make it the second city in importance, and the largest inland city in California. It is at the head of navigation, situated about half way between the north ern and southern mines. During the past year 110, 000 tons of provisions, merchandise and machinery have been transported to the interior. This at \$50 a tun or 4 cents a pound, makes \$5,800,000. A railroad from Sacramento to Auburn, Grass Valley and Nevada, would not cost over two and a balf or three millions of dellars, and could be easily completed in two years. It would open up one of the best lime, stone and lumber districts in the world. This would cheapen freight from \$50 to \$10 a tun-pessage from \$15 to \$3, and lumber that now costs \$40 a thousand feet for carting, could be landed for \$5 or \$10. This improvement would double the population in two years—enable miners to work abandened diggings on account of the cheap and certain mode of procuring provisions. This road in my opinion would be the best and most certain paying stock in Cali-

The miners are generally regarded as doing better than formerly. They have left the streams and gone to the hills and find many rich leads, but where there is no This has created a furor for canal or water com panies. Hundreds of these associations have started or ntemplate leading the water of some stream over some hill into rich dry diggings. The largest of these compa-nies is the Bear River and Auburn Water and Mining Companies. It originated with 14 men on the 1st May, 1851, with 30 shares and valued at \$30,000. It chartes the cost was only \$100,000. In June, 1832, the shares were quadrupled. These 120 shares represented \$200,000. The shares have since from time to time been increased, till they now number 26,000, and thus the capital stock stands increased to \$650,000. When this work was first commenced it was to be

completed in one year, but it was not finished till May,

This canal is taken from Bear River, (a stream which takes its rise among the hills of the Sierra Nevada Moun-tains, which separate Nevada from Placere County.) about ten miles south of east from Grass Valley. length is 36 miles. From the point where is is taken from Bear River to Auburn, in a straight line, it is but 20 miles, however. Where it is taken from the river it is led by a flume 6 by 34 feet, and is half a mile long. It has five large aqueducts, one of which has a hight of 147 feet, and is 800 feet long, and contains 32,000 cubic feet of hewn timber. It has also two tunnels. The longest of these is about six by — feet—1,800 feet long, and is nearly all the distance through solid rock, and cos This canal has about 70 miles of branches leading off

the water to various diggings. One branch leads to Ophir, Doty's Flat and Spanish Fort; another off in a centrary direction to Oregon Bar, on the American River, Uncle Ned's Flat, and hence runs about ten miles through a rich auriferous section, supplying Crow's Flat, Kid's Ravine, &c., &c. In many places the water is used over 20 times.

The tariff of prices is, for first water per cubic inch.

\$1; second water, 75 cents, and third water, 50 cents. When the first, second and third waters are again led into the main canal and go to supply remote diggings, they are sold over again as first water.

The present income of the Company, I am intermed, is \$600 a day, but they expect to increase it to \$2,000 a day. The Company is at present in debt about \$50,000. These figures look well upon paper, but the dividends o one year will decide the real value of this stock. My confidence in them is not so great as many whose infor-

mation and judgment entitle their opinions to respect. Next in importance to this Company, for extent, is the South Fork Canal Company. This will cost some 10,000, and promises to pay the stockholders liberally

when completed. The papers of San Francisco are really enraged and excited, in consequence of a most rascally and k ish scheme, in my opinion, of Gov. Juo. Bigler and his Democratic minions in the Legislature, to extend the water-front of San Francisco some 600 feet further into the harbor. The headlands of the harbor formerly were Rincon Point on the south, and Clark's Point on the north-two miles and a half, perhaps, distance from each other-the waters indenting westward in the form of a crescent. This crescent, or bay, has been by an act of the Legislatures preceding, sold at auction, and the water front defined, and has been tilled in and substantial stores and warehouses erected thereupon. Certain unscrupulous land speculators have set up certain claims to this water-front, outside of the present water-front, and have beseiged the Legislature to dispose of it. and John Bigler, the Democratic Governor of California, is their willing tool for this infamous work. Legislature by a majority of two votes, contemplates the raising of a Commission and giving it full and complete powers to compromise with the pretending claimants, by retaining for the State one-third. Mr. Flower, a Delegate from San Francisco, wishing to test the sincerity of these advocates for selling this property to enable the State to this water-front sold at public auction, and allow these pretending claimants to seek redress in the ordinary way; but this proposition was promptly voted down. This would spoil the fat slices carved out for those who would fight the bill through to the last. On the passage of this bill in the lower house, five of the seven of the Sar Francisco Delegation resigned their scats, and yesterday was the day fixed upon by Mr. Gov. John Bigler for a special election to fill the vacancies occasioned by their resignation. I have not, and cannot learn the result before the sailing of the Northerner, but am confident the are gentlemen will be returned by an overwhelming vote. [They were all re-elected—Ed.] notwithstanding the Democratic organ of that city was using every effort, ara) ing the poor against the rich, and tenants against land to fill the places with Extension Democrats. Democracy of California is equal to any filthy under Mr. Lewis, Chief Engineer, assisted by Mr. Cather-

wood and Major Emery, has made a very favorable report in tavor of building a Railroad from Benicia to Marysville—distance "64 miles; highest grade, 13 feet cost of read, dépots, cars, and all. \$3,000,000. To be

above the highest water-mark of the Sacramento Valley, and to be completed in two years.

Judge Marvin has presented, as Superintendent of Public Instruction, a very interesting report on the condition of our Common Schools. I have not time for particulars. May refer to it in my next.

Ext. May refer to it in my next.

Kate Hayes and suite left this City yesterday morning for Auburn. Grass Valley, and Nevndo. She is to give a concert in Grass Valley to-morrow evening, and in this City, for some charitable purpose, next Thursday her merits, as an artist, most assuredly. Those having the management of her concerts, have conducted all the arrangements with great skill and propriety. Judging from the decline in the value of labor. I infer

that mining is less profitable than formerly. A large number of miners are unable to more than meet their expenses, while thousands get but a very precarious living. The general opinion is, that labor is doomed to a greater reduction. I should not be at all surprised to witness, as soon as the water shall give out, which now supplies the dry diggings, the fail of labor to \$20 and \$25 a menth, and board.

For this session, the Convention bill is dead: but there are those who are determined to force the Conrention upon us. I presume that Conventions in the fall will be packed by the friends of this measure, to nominate those favorable to that movement. These Southerners are great managers, and know how to spring But they are bound to defeat, in regard to Slavery upon California. By our Constitution, the question roust be brought before the people for their approval. When the issue is clearly made, and the question of Slavery or no Slavery is brought before them, the majority will be overwhelming against it. c. To the Editor of The Trabay.

Sin: "Something must be done" is in everybody's mouth whenever a steamboat is burnt or blown up, or a railroad train run into or smashed to pieces. "Something must be done to prevent these horrible and avoidable casualities," repeat the newspapers from one end the country to the other. Well said; but said shall be done, and sake." cone to prevent these horrible and avoidable casualties," repeat the new-papers from one end the country to the other. Well said; but what shall be done, and whea? What are you done in the matter now, good reader? What have you done in the time past more than many of of those who were burnt in the Henry Clay, blown up in the Reindeer, of drowned at Norwalk Bridge, and who were a cearnest and realous poon this question once as any the K-indeer, of drowned at Norwalk pringle, and who were a cearnest and realous upon this question once as any of us are new? Will you wait until you have lost some near and dear (perhaps another) friend, or till in due course your turn comes for a broken need or limb, or take an active interest forthwith and follow this business up with your time and means until ' something has been done' that will

Prove effectual | Note the few facts about to be stated, and which can be matched by a hundred others, and see how wicked corpo-rations are in exposing you to risks, and how foolish you are in submitting to be thus endangered.

The writer has long been a traveler upon reilroads and

The writer has long been a traveler upon retirodis and stamboats, and winessed many accidents [1] resulting from a mean and stupid attempt at economy. That at Princeton a few years since, where a man was paid \$2.00 to \$200 per year to change a switch after trains had passed in one direction and then leave the spot to labor upon the road elsewhere. In the present case the switch was misplaced or not placed, and part of our train run into the canal—three persons were killed and twenty one wounded. Upon the return of the writer to Philadelphia, the train was again thrown off the track at another place from the bis train into another under way, and lost his own life thereby. At Needham, where a deaf engineer backed his train into another under way, and lost his own life thereby. At Needham, where a train put back in a fog to land a passenger, and was run into and its last car gutted to be trained to be the back in a fog to land a passenger. indo a passenger, and was run into and its assecar gaussions person killed by the steamboat trast at its beels. At New Haven, where exists a most rascally contrivance for grading the life out of people, and where the Directors of the road ought to be placed in couples, lashed breast to breast. Thousands knew this spot well. A narrow platform between two tracks, which passengers exchanging trains are onliged to cross, and where a woman was once killed and crushed between consiste moving cars. On lied and crushed between opposite moving cars. On and the Armenia the year before her last race with the

forms demanded everywhere to ensure his safety.

The pe-pularremedy for these svils now is law and penalties; these are good as far as they go; but laws and penalties (losses) have always existed, but from reoklessness or stopidity, unwarrantable rishs have and still will be taken.

L'recention, not remuns ration, is what the public want,

Who wishes to be burnt or blown up, that \$10,000 may be

paid to his relatives, or endure bodhy anguish and be made a cripple for life for half the money ! There is but one way to reach these corporations effectually, and that is through public patronage in this

effectually, and that is through public patronages in this way they can be effected instanter.

A Traveler's League must be formed, which shall appoint and maintain a permanent floord of favestigation and Reference, and to this Board should travelers report all cases which meet their eye of negligence, abuse or locapsedly, connected with our great public conveyances, and the public should withdraw all countenance and patronage from such lines as do not exhibit and publish mouthly confidence of their right condition. To any efficient association of this kind the writer would willingly pay \$5 a year to insure greater saisty and increased comfort. Are there public henefit by carrying this thing through? Cannot a Travelers Life Insurance Company be started on this ba-sis, which will thus become the prosecutor for damages in case of culpable disasters?

From a Sufferer at Norwalk.

From a Sufferer at Norwalk.

NORWALK, Taeslay, May 10, 1833.

To the Editor of The N. Y. Tribane.

Sin: I feel as though I could not leave this place until some manifestation of my gratitude is made to the public. I left New Yerk on the morning of that most fatal accident which was caused by the most stupid carelessness that I have ever seen. Having been a sufferer in that forrible havor of death, so as to lose my senses for a short space of time. I will marrate briefly some things that I passed arough. When near the bridge my attention was called to the great speed, and in a few seconds of time I heard a sharp whistle, and in a moment my eye caught our danger. Being in the passenger car, and at the forward end, I was crushed down under water into the mud. When consciousness returned, I found myself clear

ward end, I was crushed down under water into the mud. When consciousness returned, I found myself clear from all entanglements of the car. Promptings of life caused me to make an effort, and I arcse to the surface. Oh! my gratitude to those brave fellows who hauled us into their boars and to the shore, carrying us to the nearest dwellings more dead than alive, and doing all in their power to bring us to and save our lives.

No language can express my gratitude to this noble hearted people. The Lord moves their hearts to sympathy and their bands to relieve. God bless the kind people of South Norwalk! Long will they remain in my memory with greater gratitude than all except what I owe to God. The Samaritan hands which administered to me were Mr and Mrs Quintard's. Long and happy may their lives be. The Samaritan hands which administered to be were alr and Mrs. Quintard's. Long and happy may their lives be, and their death peace. Thos. White. Marlboro', N.H.

P. 8.—Sir, the above is entirely at your disposal. I have such a pain and pressure in my head, and being almost entirely debilitated. I cannot command my thoughts or pen.
But oh! say something in praise of the people of this village, for it is their due.

A Victim of the Norwalk Slaughter.

To the Editor of The N. Y. Tribane. Sin: The corpse of Butler Wilmarth, M. D., acrived at Westbore, Mass, on the 9th inst. Dr. W. was a victim of the Norwalk slaughter of the 6th. He left home for New-York on Tuesday preceding the calamity, to attend the ird anniversary of the Association of Hydron hird anniversary of the Association of Hydropathic Physi-ians and Surgeons, of which he was President. His freeds expected his return on the memorable Friday, or Saurday it latest. By a sad mistake in printing his name "B. W. spedeck," "Opedenk" and the like (possibly originating a some illegible "B. W. Hopedale," found upon his person or effects), no intelligence was received of the Doctor till Gooday, when the susiety of his family friends and towns-nen reached a painful hight—relieved first and terribly by he sight of his coffin! It was accompanies by Dr. Wel-ington of New York, by whose generous efforts the body of Dr. W. was finally identified, and to whom the athloted amily (a bereaved wife, son and daughter) feel the deepest resintate.

The body was interred on Tuesday at the Cemetery of the e Community, of which Dr. W. was a member. As a founders, he was a practical supporter of true So. He was eminently a reformer in religion, morals, and in his profession, not one of those "eminent physi-cians" who stumble on to a "remarkable cure" of a single who stumble on to a "remarkable reputation; but he was and thus secure a remarkable reputation; but he was of the humble successful practitioners whom the peo-ove, and who now weep over his sail fats, one of those able corner stones on which invaluable reforms find a

rmanient basis. In company with Dr. J. H. How he had just purchased a eautiful residence in Westboro, and has been most sedu-ually laboring to fit it up for a water-cure establishment would have been opened for patients in a few days, but r his sad fate. Thus are the interests of reform, the hopes

stroke of sordid recklessness!
V. was 54 years of age, and a native of Massachusetts. Two or three slight bruises only were found on his person, which with the still wet condition of his garments that accompanied the coffin, warrant the conjecture of

The Norwalk Tragedy.

To the Editor of The N. V. Tribune.

Six: So far as I have seen the comments of the press in relation to this awful calamity, there is one exceedingly im portant view of the case not yet taken. The facts which are universally established by testimony furnish data for ascertaining very nearly what the speed of the train was at the instant of plunging into the draw. A very easy calculation will prove to a demonstration that after all "their break tion will prove to a semonstration that after all "their breaking up" and "reversing the engine." the speed of the train at the moment of reaching the awful chasm, could not have been so an all as your wines pas nove. To prove this let us suppose that the speed was forty miles per hour. A body moving at that rate will occupy a fraction more than one second in passing over a space of sixty feet, which is the width of the chasm. But it is well known that in one second of time a body unsupported will fall sixteen feet and one inch. It is also agreed on all hands that the water was only twelve feet below the level of the road, consequently if the speed had been only forty miles per hour the locomotive would have struck the opposite abundment considerably more than four feet under water, if it struck it at all. But all agree that the locomotive and one of the cars atruck the abundent of the hadment more than two inches from its place. It is then from these facts as certain as mathematics that the speed was wone than two inches from its place. at dreadful moment. Or again: one of the witnesses gives the facts thus:

Width of the draw six y fact, distance below the level of the road at which the engine atruck the opposite pion, we've fact. Another witness says ten feel. Now any ann acquainted with the laws of falling begins knows that bere are data for calculating the speed of the ear. I have roade the calculation, and find that assuming that the on-title struck the pier twelve feet below the level of the road he speed of the train on reaching the draw was forty senen-nice or reaches.

Let us suppose that the speed had been as the Jury was made to believe, about twenty miles per hour, then it would have been impossible that the engine should have leaped half way across the chasm. It must have plunged into the water not far from twenty five feet from the west pier, or if the speed had been as the Engineer and Concuctor testify was twelve miles per hour, it would have been impossible that the engine should have leaped treaty feet into the chasm. These calculations speak for themselves; they cannot be set aside without setting aside the laws of nature.

laws of nature.

There was an accidental advantage, (if the accident sumst koppen,) in this great speed. It was the violent concussion of the ergine and one of the cars against the abutment of the bridge that broke the car that was broken, and stopped the headway of all that did not make the plunge. But for this the Engineer is entitled to no credit. He

Has that Company any mode of detecting such monstrous

recklessness, as is here proved, in cases where no accident results? Can the Directors give the public any assurance that the same rashness has not been committed a hundred times in the last twelve months, when the draw happened to be down, and that it will not be committed a hundred times in the next twelve months? Does an Engineer takes whe her he is running twelve miles an hour or forty-saven miles an hear? If he does not know here even miles an hour? If he does not know how can the public trust him? If he does know, what shall we think of such perjury as has been committed in this lestance.

A Traverzer.

The Speed of the Train.

The Speed of the Train.

To the Editor of The N. V. Trebuse.

Six: Among the vacious statements, and speculations, and opinions concerning the late heart ending and original affects at Norwalk, nothing is more noticeable than the conflicting testimeny or opinions with regard to the speed of the train at the time of the accident, some estimating it as low as ten or twelve miles to the hour, some twenty or twenty five, and some thirty miles to the hour. This shows the entire unreliability of ocular evidence of speed in such a time of await calamity and excitement. Now, I hold it to be susceptible of demonstration that the train, at the time of leaping the draw, was going at the rate of wave thou forty wiles to the hour; and probably not less than fifty. It is important that all the facts of the case should be known, and it we have any better evidence with regard to the speed than has been given, it should be stated. It is true, we have the consoling testimenty of Mr. Simends, Superintendsor of the has been given, it should be stated. It is true, we have the censoling testimony of Mr. Sim-nds, Superintendent of the motive power on the road, that "he should not think a similar accident would occur again here for some time, as thit disaster would be a warning." And again, he gives us a more definite respite, by adding that he "did not think a similar accident would occur again in three years, perhaps." But notwithstand this comforting as urance, I think the public mind is determined to probe this matter to the bottom, to scrutinize all the facts as far as they can be as-certained, and provide better safeguards against such ca-

lamities in future.

Hut for the speed. "Figures don't he," and the laws of gravitation are less likely to err than the judgment of minds bewildered by excitement. Heavy hodies fall toward the earth about sixteen feet in one second of time by the fixed laws of gravitation. The draw at Norwalk is sixty feet wide, and the surface of the water at the time of the accidence was about fitteen feet helps the rails. All the estimates and heat fitteen feet helps the rails. wide, and the surface of the water at any dent was about bitteen feet below the rails. All the testi-mony agrees that the engine leaped across the draw and struck the opposite abument before it toughed the water; and one witness, the Captain of the steamer Pacific, says and one witness, the Captain of the steamer Pacific, says it struck the abutment only eight feet from the top. But give it the whole fifteen feet of descent, and admit that it struck the abutment close to the water. It then crossed the draw of sixty feet in just about one second of time.

And sixty feet in a second gives a spood of two hundred and sixts on thousand feet an hour or nearly forty one miles, about forty miles and nine teaths of a mile. This is the very storest speed that philes phy and mathematics can decree from the well-architecture.

very slowers speed that philosophy and mathematics can derive from the well established data.

The Seperintendant Simonds says, "he should think the engine might have gone over the draw in the way she did, if going no faster that lifteen miles per hour." New let us see. Fifteen miles an hour equals twenty two feet in a second. But in just about one second of time the eagine would fall by gravitation to the surface of the water, or fifteen feet. So that with a speed of lifteen miles the engine would strike the water when but a little more than a third of the way across the draw. For the projectile or horizontal and the perpendicular force of gravitation continue precisely the same, when combined to produce one motion, as when each was acting separately. By the union of the two rorses, the engine would move in the curve of a paraas when each was acting separately. By the union of the two screes, the engine would move in the curve of a parabola, and would reach the water in precisely the same time as if it had no projectile motion, but full perpendicularity by gravity alone, or in one second. So also it would strike the water precisely as far from the abutment as if would have gone on the horizontal rails in the same second of time by the projectile force alone. That is, supposing the speed fifteen miles an hour, it would strike the water twenty two feet from the abutment. (See scholion, under the sixth corollary of the first book of Newton's Principle. the same principles and calculations will prove, if the

The rame principles and calculations will prove, if the engine crossed the draw of sixty feet while falling less than filteen feet its speed was more than forty mides an have. Because is a vacuum full about sixteen feet in a second, and heavy notalite hooles rail nearly at the same rate in the atmosphere. But I have based the calculation apon a fall of filteen feet in the second, which is somewhat within the truth. The exact calculation would give a greater speed. And if the engine struck the opposite abuthent something above the water, as the testimony shows, that would give a still greater speed. Perhaps he rate was nearer fifty miles to the hour than forty. The Coroner's Jury, from the evidence before criminal rure of not less than twenty inlies to the hour. The speed was certainly more than double that cate, and this great error should not be allowed to rest on the public mind. It shows that the whole subject of speed on railroads needs special examination, and that more stringent regulations should be adopted than have yet been applied to it, so that passengers shall not be left to imagine that they are moving, in dangerous places, only at the reckless rate of twenty miles an hour, when they are to be hurled into eternity at a speed of forty or fifty miles an hour.

See Sette Still.

Municipal Elections.

New Brusswicz, N. J.—The charter election resulted in the entire triumph of the Whig over the Union Temperance ticket, (no Democratic ticket being run,) by a majority of nearly two to one—541 votes being polled. The Whig ticket was as follows: Mayor, John B. Hill Recorder, Peter Conover, Aldermen, Wm. G. Dehart, Lyle Van Nuls, Georges Taylor; Councilmen, Henry Blumer, Henry G. Tyer, John T. Jenkins, Cornelius Powelson, Daniel M. Vall, Countil Goodwins, Marshal, John L. Pager, City Clark. Samuel Applegate.

Providence, R. I.—The election passed off very quietly.

The whole vote is only 3,391. The vote for Governor last month was 5,307. Waiter R. Danforth has received a majority of 83 over all, and is elected Mayor, if under the law there can be an election abort of a majority of the whole number of qualified electors. The vote stood: Howird, (Whig.) 1,775 | Danforth, (Dem.,) 2,037 | Burgess, (Ind.)

The Whigs have elected the entire ticket for Aldermen.

The Whigs have elected the entire ticket for Aldermen. The Whigs have carried the Common Conneil in five of the six Wards, and elected 20 of the 24 members. The legislation and patronage of the city remain therefore is the hands of the Whigs.

STE GERSVIVE MO.—Mayor, L. C. Menard.

THERE HAVE, IND.—The General City Charter was adopted by 121 majority. Only 157 votes out of 200 or 200 in the town were cast on the occasion. The tax in the city for 1855 is to be 10 cents on each \$100 and 50 cents politics. The valuation of property returned lately by the astax. The valuation of property returned lately by the sa-sessor amounts to 61,827,357; number of polls between 21, and 10 years of age, 801. Last year the number of polls was 621, and value of property \$1,895,759. Interments for last mouth, exclusive of the Catholic burying ground, were

GREAT SALT CITY, UTAH.-Politics unknown, but of curse consonant to the peculiar population of the Territory

Indian Compositions.—His fingers are small, and he picks up his type from the case with a rapidity truly automishing. I have never seen it equaled in an English printing effice. But his day's work over (and he will get it done sometimes in two or three hours,) he is the most indolent and dissipated ereature in existence. He is never out of debt and never without a dun at his heels; but he invariably disputes all claims upon him, and never pays till he does so by some court. I required ten of these compositors, and engaged them at exactly double the rate of pay they receive in Calcutta. "Look at the distance," they would say, "to be so far from your families to whom you must seed money, sir!" The compositors said they would require five distributors. In Isidia a compositor never distributes his own matter. He would consider it beneath his dignity. Besides, it seems to soothe his feelings to have some one under him—a human being at his beek and call—somebody whom he may builty with impunity, and strke if it please of him. These native distributors do not know a single word of English, many cannot tell you like manes of the letters, but they will fill a case as speedily and as accurately as any European. [Dickens's Household Words.] ISDIAN COMPOSITORS,-His fingers are small, and he

The Convention to revise the present, or to frame a sew Constitution, is to be called in Rhode island. A bill to be talled that safect has passed both Homes of the Legislature. The Proceeding According a Convention shall be submitted to the people on the 18th of June. The election of delegates is to be the talled the people on the 18th of June. The checking of delegates is to be returned to ac on the less of June. The effection of delegates is to be inde-or the same day. The votes are to be returned to a Governor and Secretary and counted. If it shall ap-ger that a majority of the electors voting have voted in ver of calling the Convention, the Governor shall issue layer of calling the Convention, the Governor shall exact his procisimation convening the delegates to meet a Providence on the 5th day of August. The towns are to elect delegates e-gral in number to their delegations in both House of the General Assembly. The City of Providence is districted by Wards for the election; the Sixth Ward, is to elect three delegates, each of the other Wards two. The constituencies may select their delegates from any part of the State. The suffrage for the delegates is the same as for Governor and general officers under the present or stitution.

Tener Havre and Alton Rammond,-We find the folowing in reservace to this work in The Alton Telegraph.

We understand that parties of simple means and large. "We understand that parties of sample means and large financial ability have recently become interested in the construction of this Road, and that arrangements of the construction of this Road, and that arrangements of the most satisfactory character have been consided in New-York, by which it will be pasted forward to completion as specially as money and labor will accomplish it. The enspecially as money and labor will accomplish it. The enspecially as noney will be made which gives it the confidence of the most induced at Rulmosd men in the East, and assumes of money will be made which will amply most astronger to the confinencial of the work. Iron in large quantities has already been shipped both to this place and Terra Haute, and will continue to arrive as the graduation progresses, and will continue to arrive as the graduation progresses, and will continue to arrive as the graduation of the Read, which are expected to arrive in the course of a few days.

1 The Toronto Patriot learns that the whole of the the The Toronto Patriol learns that the whole of the finite required for the Grand Trunk Railway, which includes the St. Lawrence and Atlantic, Quebec and Richmond Montreal and Toronto, Toronto and Sarnia, and the Peterboro loop line Railways, have been secured in London: and the shares already command a premium. The whole length of the road is about a thousand miles.

Loronto contemps were ununimously elected officers for the state of the sta

wing gentlemen were unanimously elected officers saling year: President, George J. Webb; Vice Pre-William F. Rogers; Secretary, Charles E. Felton; Teas-urer, Edward B. Murray; Directors, William Hardy, Thos. H. Crawford, Mathew Hagan, Jas. E. Fox, and Mathew